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BESHCHEV REPORTS ON RR OPERATIONS -- Gudok, No 91, 31 Jul 48

Since August 1948, more than 200,000 tank cars of petroleum products and 30,000 carloads of grain above plan have been shipped on the USSR railroads.

On the Sverdlovsk, South-Ural, October, Gor'kiy, Yaroslavl', Karaganda, Northern, and five other railroad systems, the prewar level for railroad car turnaround has been exceeded.

During 1948, the freight-handling costs on the USSR railroad network were lowered 8.6 percent, as against 1947, and savings of more than 800 million rubles resulted from above-plan lowering of freight-handling costs. During the first half of 1949, freight-handling costs were lowered 1.7 percent, as against the plan. However, a large proportion of the savings resulting from this decrease was lost through failure to safeguard freight. -- B. Beshchev, Minister of Transportation.

RELEASE 94.6 MILLION RUBLES -- Gudok, No 93, 5 Aug 49

As of 1 August, USSR railroad systems and transport enterprises had released 94.6 million rubles of working capital.

DIESEL LOCOMOTIVES ON NEW SECTIONS -- Cudok. No 93, 5 Aug 49

During the first half of 1949, the Diesel Locomotive Section of the Main Locomotive Administration, Ministry of Transportation, received almost as many Diesel locomotives as it did during all of 1948. The length of the railroad lines converted to Diesel operation has increased almost 1,100 percent over the prewar figure. Diesel locomotives are used on all the main lines of the Ashkhabad System, on the heavily-traveled Makhach-Kala-Gudermes-Astrakhan petroleum route, on the shore line of the Transcaucasus System, and on one of the sections of the Moscow-Kiev System. They are now being put into use on the Tashkent and other main lines.

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The Leningrad Plant of the Ministry of Transport Machine building is improving the quality of the machines it produces. This year the first test models of the D2 Diesel locomotive, which has a doubled capacity, will be produced.

RR RADIOFICATION PROGRESSES -- Gudok, No 92, 3 Aug 49

During 1948 and the first quarter of 1949, about 15,000 points on the railroads of the USSR were radiofied. During the past 4 months, more than 22,000 way stations, track posts, dormitories, and "red corners" have been radiofied. The Leningrad and Yaroslavl systems are now completely radiofied.

OPERATIONS IMPROVE AT END OF JULY -- Gudok, No 92, 3 Aug 49

In comparison with the first two 10-day period of July, car turnaround on the USSR railroad network was accelerated by 0.26 days during the last 10 days of July. Utilization of rolling stock improved exceptionally on the lines of the Southwestern, Western, Northwestern, and parts of the Ural-Siberian railroad okrugs. The locomotive park was reduced considerably on the systems of the Volga Okrug.

The plan for repair of rolling stock was exceeded by 7,245 cars during the last 10 days of July. The plan for cleaning closed freight cars was exceeded by 2,600 cars.

Gudok, No 94, 7 Aug 49

During July, locomotive turnaround on USSR railroads was accelerated 0.4 hour in comparison with June. Average daily distance traveled increased by 4.8 kilometers.

The locomotive park is being poorly utilized in Volga and Central Asia railroad okrugs. In the Central Asia Okrug locomotive turnaround time in July was only insignificantly cut in comparison with June and was still 5 hours above the norm. In Volga Okrug locomotive turnaround time was 5.9 hours above the norm.

LOCOMOTIVE FIRING NEEDS IMPROVEMENT -- Gudok, No 93, 5 Aug 49

In 1948 the Main Passenger Locomotive Administration, Ministry of Transportation, found in a survey that the average time spent in firing a locomotive in 47 major depots was 5.4 locomotive hours. In several depots, such as Liski and Krasnoyarsk, the time was 20 hours, while in Kursk, Buzuluk, and Vitebsk the time was only 2 hours. Two conclusions may be drawn from the survey: firing of locomotives may be accelerated considerably, and the most efficient method of firing must be found and introduced.

Many depots still employ firewood firing, which uses from 0.5 to 0.8 cubic meters of firewood and 500 - 800 kilograms of coal. The Ministry of Transportation has forbidden the use of firewood firing and the Fuel Administration recommended the use of the shovel-hearths (gorn-lopata). Firewood firing is still used, however, and the shovel-hearths require great efforts from the stokers and burn through after five or six firings. However, the Fuel Administration has insisted upon the use of the hearths, ignoring a method which fires locomotives with the aid of wood chips.

In this process, 30 - 40 shovels of coal chips are placed along the sides of the firebox, leaving the center free. At the back wall and the fire grate the grate bars are covered with coal to about 20 - 30 centimeters deep. Then 45 - 60 kilograms of shavings are thrown into the firebox through a stoke hole.

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The shavings cover the open part of the grate free of coal, and 15 - 20 shovels of coal are thrown on top of them. Another one or two sacks of shavings are thrown into the firebox, and are spread evenly over the fire grate. The use of a siphon with this method cannot cause deformations in the firebox because the fuel level is even. When firewood firing or shovel-grates are used, the use of the siphon causes a sharp deformation of the walls of the boiler in the initial stage of the firing.

After the fire in the firebox becomes even, coal is thrown on in small quantities. Thus, the bed of fuel in the firebox is all prepared and the locomotive may be coupled to a train as soon as the steam reaches the proper pressure. The whole process of firing takes 1 - 2.5 hours.

This method of firing can be used wherever there are woodworking machines in the vicinity, i.e., in 60 - 70 percent of the basic depots of the systems of the network and in repair plants. One machine working at full load can produce in 8 hours about 60 bags of shavings (three - four bags of shavings equal 45 - 60 kilograms of shavings).

In 1948 this method of firing was proposed for adoption in all locomotive depots to the Main Fuel Administration. However, it was turned down because of its dependence upon wood shavings. Order No 110, dated 29 March 1949, of the Ministry of Transportation, called for the acceleration of locomotive firing. This method should be introduced as standard for the USSR network where practicable.

TECHNICAL RR HANDBOOK PUBLISHED -- Gudok, No 92, 3 Aug 49

"Transzheldorizdat" (All-Union Publishing and Polygraphy Association of the Ministry of Transportation) is taking subscriptions for the Railroad Worker's Technical Handbook. The handbook is published in ten volumes and contains information on the basic branches of railroad transport. Its price is 43 rubles per volume. Subscriptions will be taken at all publishing houses of railroad newspapers and their authorized representatives at railroad points, at bookstores of republic, kray, oblast, and rayon departments of KOGIZ, at bookselling organizations of the Union republics, and at the State Book Supply Office of the Administration "Transpechat", Moscow, B, Pereyaslavskaya, 46. -- Advertisement

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